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conditions which I have received from all sources.
HONGKONG, 16th November, 1964

155.

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HONGKONG, 2ND JULY, 1900. 131

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ELGIN ROAD, KOWLOON. [28] HONGKONG, 4TH DECEMBER, 1905. [30] MANAGER.

Intimation.

A. S. WATSON & CO., LIMITED.

REDUCED PRICES.

We beg to invite your attention to our Price List which is now being sent out. Please apply for a copy if you have not already received one. The reduced prices which take effect as from the 15th instant will be found to compare favourably with those of other stores in the Colony whether European or Chinese.

We have also just issued separately a new wine list with prices based on rate of Exchange now ruling, reference to which will show that substantial reductions have been made.

All prices are now strictly net.

A. S. WATSON & CO., LIMITED, HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 27th November, 1906.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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DEATH.

THOMAS ARNOLD, at Exmouth, Devon, on the 20th October. Aged 63.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 27, 1906.

SUPPRESSION OF THE OPIUM HABIT.

Tentative steps have been taken by the Chinese Imperial Government to secure the suppression of the opium habit among the subjects of the Middle Kingdom and thereby to pave the way for the reciprocal proposal of the British Government to prohibit the exportation of the drug either in the form of prepared or raw opium from India to China. There were serious doubts in the minds of those who regard the question from a dispassionate and fiscal point of view—as against those who are fanatical on the subject—as to the bona-fide intention of China to support a scheme having for its object the abolition of the use of opium. Every year large areas in Yunnan and the north-west provinces have been brought under the cultivation of the poppy, and the suggestion was freely made that China, in officially acquiescing in the views of Great Britain as expressed by Mr. Morley's statement, simply saw an opportunity to increase the value of Chinese opium at the expense of India. Considering that the majority of people in China are addicted to the drug in one shape or another and to a greater or less extent, it is obvious that the difficulties which confront any reformer in China in restricting the propagation, cultivation and use of opium may be described as tremendous. Nevertheless, the Imperial Government at Peking has framed a series of regulations on the subject which may be taken for what they are worth. Most of the edicts which are sanctioned by the throne are

either too puerile for notice or too drastic to be feasible. The edict presented by the Grand Council of State to the throne and ordered to be promulgated comes, we fancy, under the latter category. If it is actually carried into effect there will not be a single opium smoker under the age of 60 years throughout the length and breadth of China within ten years! That would indeed be a commendation devoutly to be praised, but humanity being what it is in China as well as in India and England, can we honestly believe it will be brought about? Sentiment is all very fine in its way and sentimentalists who rave and declaim about the evils of opium have a large following in the enlightened countries of England and America, where, as we all know, vice is unknown and foul habits are extinct. But this question has several practical aspects which have to be faced. The ramifications of the opium trade are so widespread and the interests involved so complex and vital that it will require numerous edicts to stamp out a habit which is as old as China herself. The edict in question comprises eleven regulations, the first of which says hopefully—"The cultivation of the poppy and the use of opium are to cease within ten years." Then the area of cultivation is to be diminished annually by one-tenth, so that in ten years there will not be a poppy plant in China, which will cheer the hearts of foreign reformers, if the news were not too good to be true. Persons using opium are to be registered, and from the publication of this edict "no person may commence the use of opium," which is surely sufficiently drastic. The fourth regulation runs: "Methods must be devised for decreasing opium smoking by persons addicted to the habit. Those above the age of sixty years will be treated leniently. Persons under sixty years of age must decrease their smoking by twenty per cent. annually. Persons who evade this regulation will be punished." It will be interesting to watch how the Government will weed out the annual 20 per cent. of opium smokers. After one year (so the regulation goes) it will be impossible to purchase opium smokers' requisites in China, and divan taxes are to cease in a month. Suitable medicines will be issued gratis to persons addicted to the habit and anti-opium societies will be officially encouraged. "Special arrangements will be made to allow Princes, Dukes, Viceroys and Tartar Generals to provide substitutes for their cure. All officials under sixty must abandon the habit within six months; if they cannot do so they must retire." No doubt the Chinese Government is animated by the best of motives and by a sincere desire to wipe out the opium evil, but is it conceivable that the nation is to be tied to the apron-strings of the reformers in ten years? Of course China is capable of amazing revolutions of thought and action, and those who desire to see China regenerate regard the energy of the Cantonese in other directions, the enlightenment of the students, the native crusade against opium, and other reform movements as indications that the abolition of the use of opium is not only possible but highly probable, provided it has the countenance of the Government. The proposed regulations, however, are nullified by the fact that they cannot be promulgated in substance or form in the British or foreign colonies in the East—from Singapore in the south to Tsingtau in the north, to say nothing of the Chinese residents within the Indian Empire. Were these regulations to be promulgated in Hongkong then there would be immediately established the invidious class legislation which is opposed to the principles of British constitutional government. We have in Hongkong at present one notorious example of such legislation in the form of the Peak Reservation Ordinance, to which allusion has frequently been made in these columns. We are not convinced that even in this latter respect that law, if brought to the test, would be upheld by any properly-constituted Imperial tribunal. There was a previous instance in the Night Pass Regulations—another obnoxious form of class legislation—which was directly aimed against the Chinese, but by force of circumstances that law had to be abandoned, and to-day the Chinese may parade the streets at any hour of the night with as much freedom as any British or foreign resident. Even if opium regulations were framed against the Chinese what would prevent foreigners entertaining their native friends with the prohibited drug, so long as they did so on premises owned and occupied by foreigners? What cannot be made applicable to all residents cannot be taken as applicable to Chinese alone without raising the barrier of distinction which is subversive of the very principles that make for the success of colonial government. Should these regulations be put into force in China there would be an immediate and immense revival of opium smuggling on a vast scale, in which it may be certain, Europeans and Americans would engage, with the consequence that international complications would result. The fact is these regulations are utterly unworkable

and, if the truth is laid bare, were never intended to accomplish the object desired. The Chinese Government has merely thrown a sop to the opium reformers without providing the necessary machinery to give effect to their demands. If Mr. Morley and those who are pressing on the matter believe that the Chinese are to give up opium, that the cultivation of the poppy is to be tabooed within ten years, they are vastly mistaken and wilfully blind to the facts.

HONGKONG MARKET PRICES.

Without going into the vexed questions arising out of the enhanced value of the dollar, it is interesting to note that market prices continue to remain at their normal quotation, while in several cases the necessities of life have actually increased in cost. Taking the last weekly report of the Inspector of Markets in Hongkong as a comparatively safe guide to the average prices of meat, poultry, fish and vegetables, and contrasting it with a similar report six months ago, we find that the price of meat has advanced all round. The Inspector is careful to state that his quotations are only average rates, so that we shall not be far wrong if we assume that the real prices are in most cases higher than those stated. In that event it would appear that sheep are considerably dearer now than they were in June, although bullocks are at the same quotation. The individual items under "butcher meat" have in no case decreased and in many cases have increased from 10 to 20 per cent. Poultry are rising in value in several instances, although it would appear that supplies from Canton have led to cheaper prices in the special varieties coming from South China or attributed to that quarter. Little change appears in the cost of fish generally as compared with June, but there has been a distinct advance during the past fortnight. As for fruit and vegetables few alterations are to be noted. The curious thing is that over a period of several years there does not seem to have been any material change in the prices charged in the public markets for food supplies. Several reasons might be advanced for this lack of variation. In the first place, the stall holders have had to pay increased rents for their stalls as the result of the competition among those who bid for places in the markets. Then again there has been no fall in the wages paid to coolies, who on a rising dollar have still demanded the rates they received when sterling-paid men were enjoying the halcyon days of depreciated silver. The labourers and all connected with the work of bringing the goods to the markets claim and obtain the wages they were paid five years ago, and in many cases they are in receipt of more to-day than they were at that time. The sum and substance of it all is, that although a few European storekeepers have found themselves in a position to reduce their prices if only that their goods might be within reach of those who are lamenting the rise in silver, the native traders are in this difficulty that their expenses have not decreased with the advance of the dollar. In fine, a dollar is always a dollar in the native market, no matter if its sterling value is 15 6d or 25 6d in the £. If this fact had been recognised by the sterling-paid employees much of the undoubted misery which prevails in the Colony, the pinching and scraping among those who once had money to spare, the cutting-off of everything that is not actually necessary, would not have been experienced. Possibly in the future the distinction between sterling-paid men and those who have elected to receive their salaries in local currency will disappear, owing to the fact that all employees will be advised, if not compelled, to accept the currency of the Colony for the sound and solid reason that they spend their money in the Colony.

RAILWAYS AND RAILWAY MATERIAL.

In our telegraphic columns in last evening's issue we published a telegram from a correspondent in Shanghai which is deserving of notice by those taking an interest in the various railway schemes now in progress in various parts of China. It will be remembered that Mr. Frederic Jones, Commissioner of Trade for the State of Queensland, accredited by the Governor and officials of that State, was in Hongkong some months ago, in connection with his mission, which is to draw closer the trade relations between Queensland and China, and to introduce here the fine products of that country. Later he went north, after a successful sojourn in Hongkong, and made his headquarters at Shanghai, thence visiting the likely centres of trade interests, with regard to his own point of view. That Mr. Jones is quite on the alert and wide-awake to his country's interests is shown by the telegram to which we have called attention, for it will be seen that Queensland blackbutt and ironbark, as well as the celebrated Tasmanian and New South Wales woods, are debarré from competition under this extraordinary decision. When previously approached in London upon this matter the Crown Agents agreed that equal opportunity should be offered, and proper publicity given in the various Aus-

trian States, to prevent rumour of unfair dealing. They then indignantly denied the assertion that there was any odour of suspicion about calling for supplies. As it happens, at the present moment large quantities of railway sleepers and other railway material are now being landed over in Kowloon, which is in itself significant. But all efforts made by us to discover the consignees or destination were met with a consistent reticence on all sides—so marked, indeed, as to almost appear inspired. If this secrecy is being maintained for the purpose of protecting British trade and interests then the British public should at least be allowed to know how well their interests are being nursed and cared for by those whose first duty it is to care for them. More must, of course, be heard on this subject after the arrival of the Queensland's Commissioner of Trade in Hongkong on Thursday next.

LOCAL AND GENERAL.

In a fire which broke out at Hinghom last night two buildings were destroyed and damage to the extent of \$1,200 done.

YESTERDAY, Monday, was the 27th anniversary of the birthday of Queen Maud of Norway, youngest daughter of His Majesty King Edward VII.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending 10th Nov., 1906, amounted to 23,983.05 tons and the sales during the period to 25,616.16 tons.

In the return issued to-day showing the number of plague cases in the Colony, it is stated that one case of plague has occurred at Sha Po, Kowloon City, the sufferer being a Chinaman who has succumbed to the disease.

MR. F. A. Hazeland examined a few more witnesses in the Kowloon Murder Case at the Magistrate's office, and after evidence of arrest had been recorded, he committed the prisoner to take his trial at the next Criminal Sessions.

MR. H. L. Harding of the Consular Service has been transferred from Shanghai to Canton. His departure will be a loss to Shanghai where he has many friends. These, however, will congratulate him on his promotion and will follow his career in the service with keen interest. —N. C. D. News.

THE estimated cost of repairs to the British steamer *Montague*, from Victoria, which ran ashore in Hongkong harbour during the hurricane of September 18th last, is \$102,000, exclusive of 27,000 frames and propeller. The estimated cost of repairs to the British ship *Estasont* from Manila for Royal Roads, is \$53,000. —S. F. Chronicle.

POLICE-constable Downie summoned the master of the Tai O steam launch *Hung Yik* for allowing the launch to ply in British waters without a proper coxswain being at the helm. The case was called on at the Police Court this morning, but the master did not put in an appearance. Mr. Melbourne issued a subpoena, and gave instructions to Downie to bring the master up to-morrow.

MR. Otto Kong Sing, solicitor, announced in Court this morning that he is going to prosecute in the case in which five repatriated coolies from the South African mines are under charges of attempting to murder one of their compatriots and cutting and wounding another in Connaught Road Central, on the 19th instant, under circumstances previously recorded in our columns. The case was called on again this morning, but had to be put over for another week, owing to the fact that the complainants, who are still in hospital, were unable to attend.

THE summons issued by Sergeant Ait, of Kennedy Town Police Station, against the master of the steamship *Carl Diederichsen*, for neglecting to attach rat flanges to the hawseholes while his vessel was alongside the Standard Oil Company's wharf, at Kennedy Town, on the 23rd inst., was called at the Police Court this morning, but the captain did not appear. It was later learnt that the summons was not served as the vessel had left the port shortly after the summons was applied for. The summons was adjourned, and in the meantime the return of the *Carl Diederichsen* is awaited.

AN Arab named Canri, who called himself an unemployed quatermaster, was charged before Mr. C. A. D. Melbourne, at the Police Court this morning, with refusing to pay legal hire last evening, and with carrying a large dagger. The Arab was seen arguing the point with the ricksha coolie in Queen's Road Central. The coolie informed an officer that accused would not pay his fare, and he was locked up. On his person was found the dagger already referred to. His Worship fined accused fifty cents for not paying his ricksha fare, and \$50 for carrying the dagger without police permission.

A BURLY-looking Ningpo coolie walked into a Chinese restaurant at No. 257, Queen's Road West last night and ordered a meal. After satisfying himself and washing the meal down with four cups of *samsu*, which surprised the waiters, the Ningpo man proceeded to leave the restaurant. The waiter demanded payment from the other side of the table, being afraid to get too near the Early Northerner, for fear something dangerous might happen, but the latter walked ahead. The waiter gave chase, but took great care not to get too near his quarry, asking for payment. In the street the waiter gave him in charge. At the Police Court this morning, when he was charged with obtaining a meal by fraud, the Ningpoese said that the meal only cost thirty cents. The waiter wanted twice that amount and as there was a doubt in his mind he did not see why he should pay anything. Mr. Hazeland sent him to goal for three weeks.

THE master of the steam launch *Yuen* was arraigned before Mr. F. A. Hazeland, at the Police Court to-day, for giving his launch in the harbour on the night of the 23rd instant, without a light. "The light went out, your Worship," was the excuse defendant gave. "Get a lamp that won't go out," replied his Worship. He was fined \$5. This registered the *Yuen's* third conviction.

PUN Fu Cheung, of No. 23, Centre Street, summoned the Italian Consul on the 24th instant, to appear in the Police Court this morning for allowing a ferocious dog to go about unmuzzled. The dog was alleged to have bitten complainant on the street. A coolie, who is employed to look after the Consul's dogs, answered the summons when the case was called this morning, and asked to be allowed to settle the matter out of Court. The complainant agreed and after some consultation accepted one dollar and fifty cents as compensation. He then withdrew the summons.

"I did not come back here of my own free will. I was blown down here by the typhoon," said a coolie at the Police Court this morning when he was charged with returning from banishment. Accused was banished some months ago after serving a term in goal for larceny. He was found yesterday on a dust-boat, where he was employed. "Do you admit returning to the Colony before the expiration of your term?" asked the Court. "I know I am here before my time, but I couldn't help that. The typhoon blew me down here," replied defendant. He was sentenced to one year's hard labour and six hours' stocks.

A CASE in which several persons are alleged to be interested in buying and selling children in Hongkong will be heard at the Police Court in a day or so. It was remanded by Mr. F. A. Hazeland to allow the police at West Point to get evidence. The parties concerned in the case are Lau I, a widow, and Lau Hao, a coolie, who were alleged to have brought a girl named Yeung Chai, thirteen years of age, into the Colony from China, recently, and taking part in selling her on the 25th instant. Two other women, who, it is said, are inmates of houses of ill-fame were alleged to have purchased the girl. The police got word of the transaction last evening and arrested the parties.

PEER Bux, a Yaumati dairyman, who, during the last six years has been visiting the Police Courts periodically, showed up again this morning before Mr. F. A. Hazeland on the same old charge—allowing his buffaloes to stray on the public street at Kowloon. Mr. H. Gardiner, of Mr. O. D. Thomson's office, who appeared for the defendant, said: "I appear for Peer Bux again, your Worship." On being told the nature of the charge his Worship made some remark about Peer Bux's frequent visits to the Court. Mr. Gardiner pleaded guilty on behalf of his client, and observed that some alterations to the cattle yard were now being made by his client, but the cattle broke away on the occasion. "His cattle has been breaking away for the last six years," remarked his Worship. "Pay a fine of \$15."

"BEHAVING in an insulting manner in the presence of a Magistrate when acting in the direction of his duty, by smoking in Court, on the 26th instant," was the charge entered against Chan Ying, a diver, of No. 9, Macdonnell Road, Kowloon, in the Central Police Station charge-room, shortly after-noon yesterday. A case was being heard at the time, when the Constable of the Court noticed a thin streak of smoke ascending over the heads of the spectators at the back of the Court. He quietly slipped in that direction and found Chan Ying puffing as hard as his wind would allow at a cigarette. He was taken to the charge-room, and later released on bail of \$5 to ensure his attendance at Court the following morning. He did not appear, however, when the case was called to-day, and Mr. Hazeland forfeited his bail.

SALVING THE "FRONDE."

PROGRESS OF OPERATIONS.

The work of salving the French destroyer *Fronde* is proceeding apace. The divers from the *Protector* have succeeded in tightening all visible apertures in the hull of the destroyer, and small cofferdams have been built round the hatches through which pipes are led for pumping the water out of her. Heavy cables have also been passed round the forward part of the *Fronde* connected upon the port or shore side with a platform of heavy timbers bolted down in the interior of a large junk, and on the other side with the heavy lifting block and tackle gear of the salvage vessel.

RAISING A STEAM-LAUNCH.

OWNER OF LAUNCH SUMMONED.

A case which will no doubt be of considerable interest both to shipping people and owners of wrecks will take place in a few days' time when the hearing will be opened, at the Police Court, in the case in which the Harbour Master is prosecuting Chung Chu Kai, of No. 10, Queen's Road Central, to recover \$1,250, being expenses of raising the defendant's steam launch, *Yui Sam*, which was sunk in the harbour, the defendant having failed to comply with the Harbour Master's notice requiring him to remove the launch, which was causing an obstruction to navigation, within one week from the time the notice was served. The notice was handed to the defendant on the 15th ultimo.

Mr. G. E. Morrell, of Messrs. Denys and Bowley, Crown Solicitors, appeared for the prosecution. Mr. Hazeland adjourned the summons until Friday next.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE CHINESE DISTRESS.

FAMINE APPEALS FOR HELP.

INFLUENTIAL COMMITTEE FORMED.

[From Our Own Correspondent.]

Shanghai, 27th November, 2.45 p.m.

An influential committee composed of Chinese and foreigners has been formed to administer the relief fund for the benefit of the distressed people of Kiangpoh.

Famine relief appeals have been drawn up locally asking for help from sympathisers in Europe and America.

It is stated that £250,000 is required to alleviate the distress of the people.

THE SHANGHAI DOCK AND ENGINEERING COMPANY.

To the Editor of the "NORTH-CHINA DAILY NEWS."

Sir,—A lot of your valuable space has been occupied by gentlemen who have discussed the merits and demerits of the above scheme, but I venture to submit to the shareholders the following proposition:—

"Was the resolution as proposed by Mr. Hogg and consequently the amendment thereon in order?" I submit not, for the following reason: The Companies' Act states clearly that "due notice" of any special resolution shall be given and that as a rule the notice required is set down in the Articles of Association of the Company. I understand that the Articles of the Dock Co. call for 14 days' notice for a special resolution.

I find upon reference that the first circular issued to the shareholders is dated October 23 and the second containing the gist of Mr. Hogg's resolution is dated October 29, or two days before the meeting. Therefore under these circumstances the resolution is legally out of order.

I submit this point with great diffidence, as the Company's legal adviser attended the meeting and another able lawyer also addressed the meeting; but should it be correct then it appears to me that the object of holding a meeting on the 27th inst. to confirm a resolution which has never been passed, borders upon the farcical.

Regarding the majority by which the resolution was passed, viz. 35 to 22, I presume the 36 gentlemen, who voted in favour of the resolution held the necessary proxies to enable the Chairman to declare the resolution passed, the Act calls for a three-fourth majority.

It would be highly satisfactory if this presumption of mine could be verified.

In conclusion, I wonder what the Registrar in Hongkong will have to say to the whole proceeding.—I am, etc.

H. E. McCANN.

November 23.

MEETING OF JUSTICES.

A meeting of His Majesty's Justices of the Peace was held at the Magistrate's office, this afternoon, Mr. F. A. Hazeland, presiding, to consider an application from one Samuel Jones for a publican's licence to sell by retail intoxicating liquors on premises numbered 40 and 41, Praya East, under the sign of "The Praya East Hotel."

There were also present:—Messrs. F. J. Badley (captain superintendent of police), C. A. D. Melbourne (second police magistrate), and R. H. A. Craig (assistant superintendent of the Victoria Gaol).

The application was put before the meeting and as there was no police objection it was granted.

The next application read was from one P. Wissing for a publican's licence to sell by retail intoxicating liquors on premises numbered 266-268, Queen's Road Central, under the sign of "The German Tavern."

There was also no police objection in this case and the application was granted.

That concluded the meeting.

UNDER date, Shanghai, Nov., 22, Messrs. Wheelock & Co. report:—Although we cannot say that rats have dropped as yet, there are signs of their weakening owing to the near closing of the Northern Ports and the falling of the water in the Yangtze River, which precludes almost all but the river-boats from going up to Hankow; this is bound to throw some tonnage on the market, add to which, masters are not so brilliant in the South, where already several boats have begun to lay-up and we are afraid we have to look forward to a small time for the next few months.

SHIPPING AND MAILS.

MAILS DUE.

American (*Copie*) 29th inst.
English (*Dulhi*) 29th inst.
German (*Bulow*) 3rd prox. p.m.
German (*Prin. Ed. Friedrich*) 5th prox.

The s.s. *Hongkong* left Singapore at 22nd inst., and is due here on 29th inst.
The s.s. *Hohentauern* left Singapore on 26th inst., at 1 p.m., and may be expected here on 1st prox.

The Imperial German Mail s.s. *Reuss* will leave here on 27th inst., at noon, and arrive at Singapore on 29th inst., at 5 p.m.

The C. P. R. Co.'s s.s. *Empress* will leave here on 27th inst., at 5 p.m., and arrive at Nagasaki at 10 p.m. on 28th, and leaves again at 7.30 p.m. same day for Kobe, where she is due to arrive at 7 p.m. on 27th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.
MANCHURIAN RAILWAY.
COMMISSION'S CONFERENCES ENDED.

CHIANGCHUN TO BE ONE OF THE TERMINI.

[From Our Own Correspondent.]

Shanghai, 27th November,
2.45 p.m.

The Manchurian Railway Commissioners have now concluded their deliberations.

A process-verbal was signed to-day by the Japanese and Russian Commissioners.

From a communication which has been issued it is understood that the proposal to constitute Changchun one of the termini has now been rendered feasible.

[Reuter's.]

The Morocco Trouble.

LONDON, 25th November.

A division of the French Mediterranean squadron is provisioning at Toulon in readiness for emergencies in Morocco.

France and Spain have arrived at an agreement, not yet finally ratified, for remedying the present insecurity in Tangier, by which 1,200 men of each nationality will be landed. In any case the French and Spanish naval divisions will remain off Tangier.

Arrest of a San Francisco Mayor.

Mr. Schmitz, the Mayor of San Francisco, has been arrested in New York, on his arrival from Europe, on charges of extortion.

A correspondent describes the city as rotten with corruption and vice, and full of thieves and murderers. The municipal officials, who are all Laborites, are spending money like water.

DEATH OF MR. THOMAS ARNOLD.

It is with sincere regret that we have to announce the death, at Exmouth, Devonshire, of Mr. Thomas Arnold, who was for many years one of the most respected and familiar figures in the public life of Hongkong. The sad news, which only reached the Colony to-day, stated that Mr. Arnold succumbed to an attack of heart disease, a complaint to which he had been subject on the 20th October. Mr. Arnold had been secretary of the Hongkong, Canton and Macao Steamboat Company, Ltd., for many years, but a few months ago he was found to be suffering from heart disease and at the suggestion of his medical advisers he retired from active connection with the Company and proceeded to England, hoping to recruit his health in the salubrious climate of Devonshire. While in Hongkong, Mr. Arnold led an active and useful life. He was auditor of most of the leading public companies in the Colony. His son, Mr. John Arnold, is the acting secretary of the Steamboat Company which his father had served in the substantive position so long and faithfully, and at whose hands he received adequate recognition on his retirement.

As the news of the death of Mr. Arnold only reached us we were going to press, we are compelled to postpone an extended notice of his services, so long and favourably known in Hongkong, until to-morrow.

MAD OR ONLY SHAMMING?

COOLIE'S CURIOUS BEHAVIOUR.

A Chinaman, whose mind is alleged to be unhinged, and who was charged with being in unlawful possession of a piece of iron, created some amusement in the dock at the Police Court this morning before the magistrate took the bench. He amused his fellow prisoners by telling them humorous stories and when they failed to laugh at the conclusion of the yarn he tickled the man nearest to him in the ribs and looked pleased when all giggled. He next turned his attention to the Indian and Chinese constables sitting at the back of the dock by standing and staring at them in turn. Suddenly he whispered "Hypnotism!" One of the *Yukongers*, who apparently was afraid that something wrong was going to take place, told the alleged lunatic to sit down. The *Yukong* was asked to fight and the ruction he created attracted the attention of the Court Usher, who flung the Chinaman out of the dock, and he was chained by the queue outside the Court. When the case was called the man was brought into the Court. As soon as the usher left him he supported himself on the side of the dock and stared outside the Court, with his left hand akimbo. "Stand straight!" said Mr. Fitzgerald. The coolie stood to attention, and as if he were counting one, two, three, he right whirled, facing the door. "I think this man is shamming mad," remarked the Court. "Take him to goal for one week for observation." Inspector Collett saw the order carried out.

Tobacco was introduced into Europe by a Spaniard named Ramon Pane, who accompanied Columbus on his second voyage to the West Indies in 1494. But tobacco was not cultivated in Europe until 1560.

THE "HEUNGSHAN" INQUIRY.

CAPTAIN AND OFFICERS COMMENDED.

THE FINDING.

At the Marine Court this morning, a Court of Inquiry was held by Lieut. C. W. Beckwith, R.N., Harbour Master and Marine Magistrate, Commander Edward Wintrop, R.N., H.M. Naval Yard, Harry Gaugher, Esq., master, British s.s. *Doric*, and Thomas A. Mitchell, Esq., master, British s.s. *Sui Sang*, sitting with him as assessors.

The notice for the inquiry and the warrant for holding the Court having been read, George Frederick Morrison, master of the *Heungshan*, sworn, stated: At 8 a.m. on the 18th September he left Macao, with moderately north-westerly wind, light sea, and cloudy weather. The wind increased slightly until 9.30 a.m., when a heavy squall carried away the upper awnings. We then made all fast, and I turned the ship to the north-west, to enable the crew to ship the typhoon doors, and furl the awnings. The wind was increasing, and there were frequent heavy squalls from the North-west. At 9.50 I saw the end of Saw Chau, bearing E.N.E., distance 14 miles—about. The wind and sea there increased with typhoon force, accompanied by blinding rain. I then altered my course to W. and W. by S, steering at full speed until 10.20, when I decided to anchor. I slowed my engines and anchored, letting go my starboard anchor with 15 fathoms of chain, and then let go the port anchor, and then I veered away my chain until I had 90 fathoms well outside the port anchor, and 75 fathoms well outside the port pipe. The depth of water was about 4 fathoms. I then endeavoured, by working my engines, to bring her head up to her anchors, which were some five points on the starboard bow, but owing to one of the awnings blowing adrift I could not get her head up. At 10.40, finding my efforts to bring her head up towards her anchors unsuccessful, I stopped the engines. The Chief Officer was stationed at the windlass, carefully watching both cables, to see if she dragged. By this time a strong typhoon was blowing from the west, with blinding rain, the ship still with her head south lying quietly to her chain. I thought this was the effect due to the flood tide making against the wind. The next thing I knew was at 12.10, in the midst of blinding rain and a terrific squall, I saw rocks close on my port side. I am of opinion that the ship had struck about her port quarter some few minutes before that. As soon as I saw these rocks I put my engines full speed astern, but stopped them immediately as I found that she had taken the reef hard and fast. I then gave the chief engineer orders to blow off the steam, as there seemed to be considerable panic amongst the Chinese passengers, numbers of whom were on the guard, ready to jump into the breakers, and tried to get to the shore, and I considered it advisable to get lines to the shore. The chief officer, Mr. Grainger, volunteered for this task, and successfully managed to reach the shore, through the boiling surf, and was badly bruised and knocked about by the rocks. After this we passed several ropes ashore. Mr. Grainger being assisted by Mr. Harvie, second engineer, who by this time had finished his duties in the engine-room. Then, assisted by the Chief Engineer, Mr. Johnstone, we passed the passengers, by means of the ropes to the shore, having put life-belts on them before leaving the ship. Many of them on the way to the shore were dashed away from the ropes, but with the exception of two only, were rescued by those two officers on shore, Mr. Grainger and Mr. Harvie. The two women who were drowned were drowned before we got the ropes ashore. It was impossible to render any assistance owing to the panic amongst the passengers and the officers being employed in endeavouring to get communication with the shore.

His Worship: What sea-sized anchors have you in the *Heungshan*?

Witness: Two patent anchors, 28 or 30 cwt., and chain to the amount of 120 fathoms to each anchor.

Are your anchors constantly marked and attended?

Yes, constantly attended, by the chief officer and carpenter.

How far should you imagine you had steamed after sighting Sawchau before you anchored?

About two miles, making my estimation 33 miles from Sawchau.

Have you ever before, riding out a typhoon in the *Heungshan*, had any difficulty?

Yes, but I had no difficulty through the anchor dragging, although I had less chain out than on this occasion.

To Commander Wintrop: When you found yourself on the reef did you notice how your cables were bearing?

Witness: Yes, both my cables were on the starboard quarter, the port chain being under the bottom of the ship, and taut out.

After you anchored, you said in your statement, you veered to 75 and 90 fathoms respectively; had you both cables there on an equal strain?

Yes; it appeared that there were both on equal strain.

Captain Gaugher: Did it appear to you when you left Macao on that morning that you were in a typhoon?

No, I did not think I was going to be in a typhoon, as I had no indication by my barometer until later.

Which anchor did you have the 90 fathoms on?

On the starboard, which was the heavy anchor.

You said in your statement that the ship's head was south, the wind north-west, and westerly, your anchors were some five points on the starboard bow, South-West by West; did you have no indication at all about the ship dragging or drifting?

No; I considered that the tide was making against the wind, this would account for the ship lying so quietly to her cable.

Captain Mitchell: Did you give the ship a sheer with the helm after letting go the first anchor, and before letting go the second?

Witness: No; I did not think it advisable as she was blown well astern of her anchors.

Ernest U. Grainger, chief officer of the *Heungshan*, sworn, said:—We left the wharf at 8 a.m. on the 18th September. We had six European passengers, 543 Chinese passengers, and 57 crew. The weather was fine, but cloudy, looking like rain; the barometer was high and steady. Shortly after 9 a.m. the weather began to get worse; the ship began to roll and pitch, and I then proceeded to get the typhoon doors ready for shipping. But finding this impossible, owing to the roughness of the sea on the weather side, I asked the master to make a lee for me, which he did by turning the ship toward the wind. Shortly after this the master sent for me and told me to stand by the anchors, giving me orders that when I let go the starboard anchor, to veer to 15 fathoms and then let go the port anchor, which I did, veering to 90 fathoms on the best anchor, and 75 on the port. They appeared to have equal strain and were broad on the starboard bow. This would be about 10.20 when I finished with the anchors, but as I had instructions from the master to remain by the windlass and watch the cables carefully to see if the ship was dragging, I stayed down until about noon, when I went up on deck, to see what was going on, as I felt something bumping, and I had hardly arrived there when the ship struck. I then got all the sailors together and endeavoured to quieten the passengers who were beginning to panic. The Captain then consulting me about the best way to get the passengers ashore through the surf, I volunteered to try and get some ropes ashore which I managed to do, assisted by Mr. Harvie, the second engineer, after he was finished in the engine-room. The Captain and Chief Engineer remained on board to organize the stream of passengers who were coming along to get ashore. A great many of them were washed away from the ropes while passing to the shore, but we managed to rescue all of them, except two women who were drowned previously to the ropes being got ashore.

Commander Wintrop: When you were attending the cables after the anchoring, were you in a position either by sight or touch with the cable to tell if your anchors were coming home?

Witness: I had my hands on both cables repeatedly during the whole time I was down there, but felt no indication of any jerk which would indicate the ship's dragging.

John O. Johnson, Chief Engineer, sworn, was the next witness.

To the Court: What steam had you on the morning of the 18th September, when you left Macao?

Witness: I had 150 lbs. steam, which would give the ship some 13 knots, under normal conditions.

Can you remember how your engines were worked after anchoring?

As far as I remember the engines appeared to be worked alternately, as if to manoeuvre the ship.

What did you do after she struck?

Finding the water coming in through the tunnels I shut down all the tunnel doors; and then closed all the water-tight doors in the engine-room. Then as the water rose in the stokehold, to prevent explosion, I opened the safety-valve and blew off the steam.

THE FINDING.

The evidence being all completed, the President of the Court said:—We, the Court, find that the British steamship *Heungshan*, official number 95855, of Hongkong, of which George Frederick Morrison, master mariner, certificate no. 384, New South Wales, was master left Macao on the 18th September, 1906, for Hongkong, at 8 a.m., with a general cargo, six European passengers, and 534 Chinese passengers, and 57 crew. The ship was full powered and well found. The weather was cloudy, with moderate N.W. breeze, the barometer high and steady. At 9.30 a.m. the wind increased by a series of heavy squalls, and the sea rapidly rose. The ship was then turned round to N.W. to assist in getting the awnings furlled and the typhoon doors shut. That at 9.50 the south end of Sawchau was seen, bearing E.N.E. 14 miles. The wind by this time having increased to typhoon force, accompanied by blinding rain, the ship then heading about W. by S. and steaming at full speed until about 10.20 a.m. when the master thought it advisable to anchor. The engines were slowed down, and both anchors were let go in a seamanlike manner, with 90 and 75 fathoms of chain respectively, well outside the hawse pipes, and carefully attended by the Chief Officer. The engines were worked for a considerable time to enable the ship's head to be brought to the wind, but without success, as the ship was lying easily to her chain, and the engines were stopped. We, the Court, are of opinion that the master was thoroughly justified in anchoring when and where he did. After taking fully into consideration the condition of the weather, and the impossibility of seeing through the blinding rain, and that after anchoring all due precautions were taken, no indication being given by jerk or otherwise which it would be usual to expect, but that she must have dragged both anchors a distance of about 33 miles, we, the Court, find that after the ship took the reef, everything was done by the master and officers to save life and property, special commendation being due to Mr. Grainger, the chief officer, and Mr. Harvie, the second engineer, in getting ropes ashore in the breaking sea, and generally helping and rescuing passengers who were washed away from the ropes in the heavy surf.

We, the Court, are of opinion that it was largely due to the gallant exertions of these officers that only two lives were lost, and taking into consideration the abnormal conditions under which the ship was navigated, we, the Court, absolve the master and officers from all blame.

The President of the Court then thanked the assessor who had assisted him in this inquiry, and expressed a hope that it might be long before a Court would be assembled for any similar inquiry, under such circumstances.

SANITARY BOARD.

The usual bi-monthly meeting of the Sanitary Board was held in the Board-room this afternoon, the usual members being present.

HOUR OF MEETING.

Pursuant to notice the President moved: That the time of meeting of the Board be changed from 4.15 p.m. to 2.30 p.m.

The Hon. The Principal Civil Medical Officer intimated: The Legislative Council meets at 2.30 p.m., and I think this time is a much more suitable one, for many reasons, than 4.15 p.m. The Board meeting is only held once a fortnight, and should not occupy more than an hour.

Mr. Shelton Hooper intimated: I quite agree with the President.

Mr. Humphreys intimated: 2.30 p.m. does not suit me; the present time, viz., 4.15 p.m., is much better, I should think, for all business men.

Hon. Mr. E. A. Hewett intimated: I can't agree to give up an afternoon to the Sanitary Board meetings.

Mr. Lau Chu Pak intimated: The change is not convenient.

The Hon. the Director of Public Works intimated: I agree with the President.

WELL AT 16, GAUGER STREET.

The Government Bacteriologist submitted his report on water taken from a well in the kitchen at No. 16, Gage Street, in which he stated that the result of the examination showed that thousands of colonies of micro-organisms were found present in one portion of the sample. These organisms consist chiefly of liquefying bacteria and colon bacteria. The bacillus coli is present in numbers. The sample is non-potable.

Mr. Humphreys intimated: The Government Bacteriologist says the sample is non-potable, but he does not say it is dangerous to life. The closing of wells that are not actually dangerous to life is a doubtful expedient, in view of the water supply being intermittent during the winter months, as the Chinese are thereby compelled to draw their supplies from still more contaminated sources, such as stagnant pools and polluted nullahs.

Mr. Lau Chu Pak said: I agree with Mr. Humphreys. This is another case in which the Government Analyst does not agree with the Bacteriologist. I wonder what the latter will say of the water from the mains. The well should not be closed.

Mr. Fung Wu Chun said: I agree with Mr. Humphreys.

Hon. Mr. Hewett intimated: The surroundings of the well are reported to be very unsatisfactory; I gather from this the water may be contaminated through the soil, and that the covering over this well will not necessarily keep the water pure. Unless stronger arguments are brought forward in favour of the well being left open it should be closed.

The Hon. the Registrar General intimated: This well should be protected from contamination by being covered over and fitted with a pump.

OVER-CROWDING.

The monthly report of over-crowding for the month of October showed that during that month 804 persons were found on premises in excess of those allowed to be there and were ejected.

Mr. Humphreys intimated: I am strongly of opinion that the movements of the ejected tenants should be watched and noted with a view to ascertaining the economic effect on the Colony.

Mr. Lau Chu Pak intimated: Have steps been taken to ascertain where those ejected have removed to?

The President said: The Police might assist us in this matter.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Indo-China \$19, Kaohs \$24, Kowloon Wharves \$88, China Providents \$9.15, Cement \$19, Electric \$15; Watsons \$12, Morning Posts \$22.
Sellers:—Kowloon Banks \$810, Unions \$770, Cantons \$300, Macao Steamboats \$270, China and Manila \$23, Douglas \$40, Shell Transports \$17, China Sugars \$145, Hongkong Docks \$151, Hongkong Lands \$105, West Points \$50, Humphreys Estate \$11, Hongkong Cottons \$13, China Borneo \$10, Ices \$230, Ropes \$23, China Light and Power \$10, A. S. Watsons \$12, Powells \$8, Morning Posts \$23.
Sales:—Indo-China \$79-80, Hongkong Lands \$105, Tramways \$215.
Nominal:—Hongkong Fires \$335, China Fires \$99, Shanghai Docks \$14, 108 in Shanghai, Hongkong Wharves \$10, Hongkong Hotels \$112, Dairy Farms \$17.

TO-DAY'S EXCHANGE.

London—Bank T.T. 2/3 3/16
Do. demand 2/3 3/16
Do. 4 months' sight 2/3 3/16
France—Bank T.T. 2/3 3/16
America—Bank T.T. 2/3 3/16
Germany—Bank T.T. 2/3 3/16
India T.T. 2/3 3/16
Do. demand 168 1/2
Shanghai—Bank T.T. 2/3 3/16
Singapore T.T. 2/3 3/16
Japan—Bank T.T. 2/3 3/16
Java—Bank T.T. 2/3 3/16
4 months' sight L/C 2/3 3/16
6 months' sight L/C 2/3 3/16
30 days' sight San Francisco & New York 2/3 3/16
4 months' sight do. 2/3 3/16
30 days' sight Sydney and Melbourne 2/3 3/16
4 months' sight France 2/3 3/16
6 months' sight do. 2/3 3/16
4 months' sight Germany 2/3 3/16
Bar Silver 32 5/16
Bank of England rate 32 5/16
Sovereigns 3/6

To-day's Advertisements.

NOTICE.

IT is hereby notified that the portion of BOWEN ROAD which was temporarily closed has been RE-OPENED FOR TRAFFIC.
W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 27th November 1906. [1141]

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KORE AND YOKOHAMA.
THE Company's Steamship

"POLYNESIE,"

Captain Broc will be despatched as above, TO-NIGHT (TUESDAY), the 27th instant, at 10 P.M.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent,
Hongkong, 27th November, 1906. [111]

S.S. "POLYNESIE,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London & s.s. *Malapan* and *Cordonan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned: Goods remaining unclaimed after MONDAY, the 3rd December, at Noon, will be subject to rent and landing charges.

All claims must be presented to me on or before the 3rd December, or they will not be recognised. All damaged packages will be examined on MONDAY, the 3rd December, at 2 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent,
Hongkong, 27th November, 1906. [111]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

FRIDAY,
the 30th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

ONE SET OF
7 VERY VALUABLE FRAMED ENGRAVINGS,
measuring 4 feet by 3 feet,
(ARTISTS' PROOFS).

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 27th November, 1906. [1146]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

FRIDAY,
the 30th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY
VALUABLE HOUSEHOLD FURNITURE,
Comprising:—

TEAKWOOD WARDROBES and SIDE-BOARDS with BEVELLED GLASS, TEAKWOOD BOOK CASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.;

ALSO
A LARGE ASSORTMENT OF
CANTON CARVED BLACKWOOD WARE,
CARPETS, &c., &c., &c.;

AND
One SEMI-GRAND and One COTTAGE PIANO.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 27th November, 1906. [1148]

FROM NEW YORK, ADEN AND SINGAPORE.

THE H. A. L. Steamship

"NUBIA,"

Captain Habel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd proximo, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 27th November, 1906. [1144]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,330 TONS, H. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 15 (Servant excluded).
Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUAN ON & CO., LD.,
No. 1, Queen's Road West,
Hongkong, 27th November, 1906. [1177]

Intimations.

THE
ROBINSON-PIANO
CO., LD.

HAVING SECURED AN INTEREST

IN A LARGE

LONDON FACTORY

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER.

PIANO

AND

APOLLO

PIANOLA,

\$550!!!

FROM MANUFACTURER TO

PURCHASER DIRECT.

Hongkong, 10th November, 1906. [118]

MOET & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

AS SUPPLIED BY ROYAL WARRANT

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

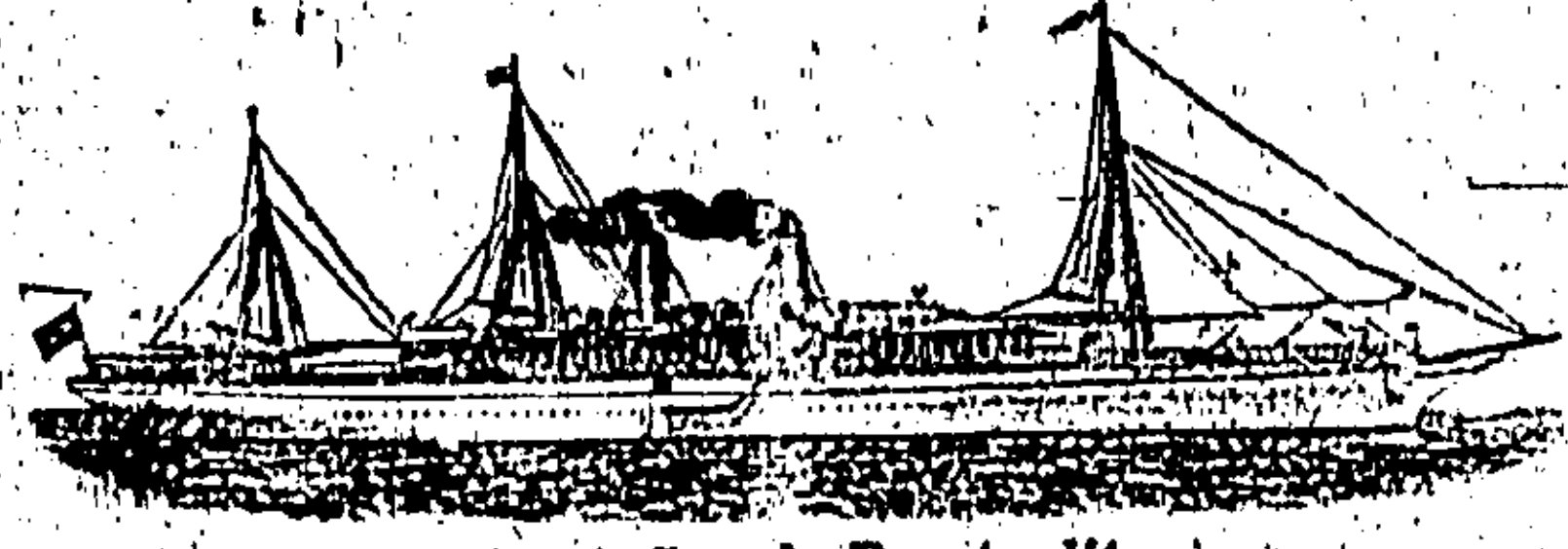
ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS.

OF</

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"ATHENIAN".....	3,882	WEDNESDAY, November 28th	December 22nd
"EMPRESS OF JAPAN".....	6,000	THURSDAY, December 20th	January 7th
"TARTAR".....	4,425	WEDNESDAY, January 9th	February 2nd
"EMPRESS OF CHINA".....	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE".....	6,163	WEDNESDAY, January 23rd	February 16th
"EMPRESS OF INDIA".....	6,000	THURSDAY, February 14th	March 4th

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Cornhill Street and Praya.
Hongkong, 23rd November, 1906. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	SUISANG	FRIDAY, 30th Nov., 3 P.M.
MANILA.....	LOONGSANG	FRIDAY, 30th Nov., 4 P.M.
SHANGHAI.....	HANGSANG	TUESDAY, 4th Dec., Noon.
S'GAPORE, PENANG & CALCUTTA.	LALSANG	TUESDAY, 4th Dec., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th November, 1906. [6]

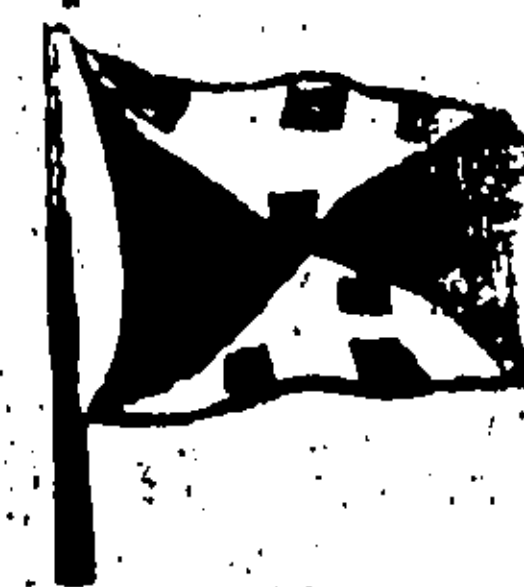
CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"KIUKIANG"	29th November.
SHANGHAI.....	"HANGHONG"	30th "
SHANGHAI.....	"KALGAN"	1st December.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TSINAN"	3rd "
YOKOHAMA and KOBE.....	"CHANGSHA"	13th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
† The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th November, 1906. [9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI.....	2540	R. Almond	AMOY AND MANILA	FRIDAY, 30th Nov., at 5 P.M.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 8th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

(Hongkong, 26th November, 1906. [17])



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"KASATO MARU," 6,000 tons.	

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906. [18]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidship, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and FLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.	
HOHENSTAUFEN ...	2nd December
AMBRIA	5th December
ALESIA	15th December
SPEZIA	18th December
SILESIA	2nd January
SCANDIA	1st February
HAUSBURG	3rd March
RHENANIA	1st April
FOR TSINGTAO, NAGASAKI and VLADIVOSTOK.	
DAPHNE	29th November
Hongkong, 27th November, 1906.	

Hongkong, 27th November, 1906.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, FLYMOUTH, HAVRE AND HAMBURG.	
SITHONIA	3rd December.
RHENANIA	14th December.
C. FERD. LAEISZ	23rd December.
ANDALUSIA	3rd January.
HOHENSTAUFEN	11th January.
SPEZIA	11th January.
SILESIA	8th February.
SCANDIA	22nd March.
HABSBURG	5th April.

Hongkong, 27th November, 1906. [1138]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad Datu, Labuan, Jolo, Zamboanga and Menado.
THE Steamship
"BORNEO,"
Captain F. Sembill, will be ready to load, on the 24th instant.
For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 26th November, 1906. [12]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"GREGORY APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, TO-MORROW, the 28th instant, at 3 P.M., instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 27th November, 1906. [1115]

"BEN" LINE OF STEAMERS.
FOR LONDON.
THE Steamship
"BENMOHR,"
Captain Webster, will be despatched for the above Ports, on or about the 30th November.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th November, 1906. [1093]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"EASTERN,"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th November, 1906. [1052]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.
THE Steamship
"GLENNAVO,"
Captain Woolfenden, will be despatched as above, on FRIDAY, 7th December, 1906.
For Freight, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 22nd November, 1906. [1125]

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.
THE Steamship
"KASATO MARU," 6,000 tons.
Captain W. C. T. S. Filmer, will be despatched as above, middle of December.
Taking Freight and Passengers to all Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.
For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 14th November, 1906. [1148]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NAMUR,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be stored out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the Goods have left the Godowns.
E. A. HEWITT,
Superintendent,
Hongkong, 24th November, 1906. [4]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"PRINZ REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before TO-MORROW (THURSDAY), 10 A.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th instant, at 9.30 A.M.
All Claims must reach us before the 3rd of December, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1906. [12]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.
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Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

T.H.E. Steamship

"MALTA."
Captain R. A. Peters, carrying His Majes-
ty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 1st Decem-
ber, at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Himalaya*, 7,000 tons, from Colombo,
Passenger accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 12th January, 1907.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

will be despatched for
MARSEILLES on TUESDAY, the 11th
December, at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *POLYNESIE* 25th December.
S.S. *CALEDONIE* 8th January.
S.S. *SALAZIE* 22nd January.
S.S. *OCEANIE* 5th February.
G. DE CHAMPEAUX,
Agent.
Hongkong, 27th November, 1906. [1]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Platades</i> ...	3,753	F.G. Purington	20th Dec.
<i>Lysa</i> ...	4,417	G.V. Williams	29th Dec.
<i>Shawmut</i> ...	9,606	E.V. Roberts	23rd Jan.
<i>Hyades</i> ...	3,753	J. Alwen	30th Jan.
<i>Tremont</i> ...	9,606	T.W. Garlick	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDRESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 27th November, 1906. [12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "ST. PATRICK" 10th December.

FOR BOSTON AND NEW YORK.
S.S. "SATSUMA" 11th January.

For Freight and further information, apply
to DODWELL & CO., LIMITED,
Agents.

Hongkong, 26th November, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Em-
broidered Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qls.	Pts.
COGNAC	\$21.50	—
	19.00	—
	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906. [13]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT RATES, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,350,000 \$250,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$810 sellers London £03.10/-
National Bank of China, Limited	90,925	£7	£6	{ £1,735 \$150,000	\$74,099	\$2 (London 3/6) for 1905	—	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 8 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,131 \$1,153,564 \$68,279 \$800,000	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %	\$770 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$110,000 \$144,386 \$15,527 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	9 %	\$165 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$239,418 \$26,616	\$344,098	\$6 for 1904	6 1/2 %	\$95 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,220,918	\$422,618	\$25 for 1904	7 1/2 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ \$6,000 \$26,618	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$193,562 \$250,000 \$600,000 \$144,386 \$120,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$280,918 \$3,999 Tls. 20,000 Tls. 40,000 Tls. 47,444 Tls. 57,065 Tls. 30,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$57 sales
Indo-China Steam Navigation Company, Limited	70,000	£10	£10	{ £3,999 Tls. 20,000 Tls. 40,000 Tls. 47,444 Tls. 57,065 Tls. 30,000	£2,452	10/- @ ex. 2/1 9/16 = \$1.69	6 %	\$79 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 30	Tls. 30	{ Tls. 20,000 Tls. 40,000 Tls. 47,444 Tls. 57,065 Tls. 30,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2	9 % 6 1/2 %	{ Tls. 5 1/2 sales Tls. 10 sales
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £4,144 Tls. 57,065 Tls. 30,000	£107,815	1/- (Coupon No. 6) for 1905	4 %	31/- sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 105,479 Tls. 48,000 Tls. 81,200	\$218	{ \$1.50 for year ending 30.6.1906 \$2.75	{ 4 1/2 % 4 1/2 %	{ \$26 buyers \$17 1/2 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
PEINTRIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$850,000 \$450,000 Tls. 100,000	\$40,914	Final of \$15 making \$7 1/2 for 1905	17 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	\$132,588	\$4 for 1897	—	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04	—	Tls. 8 1/2 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £26,011	£12,546	{ Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	7 %	Tls. 10 buyers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	—	18 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	1 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$10	\$10	{ \$500,000 \$65,170 \$20,000	\$30,040	\$2 1/2 for a/c 1906	6 1/2 %	188 1/2 buyers
Whampoa and Whampoa Dock Company, Ltd.	10,000	\$10	\$10	{ \$40,500	\$39,087	\$2 for first half-year ending 30.6.06	8 %	\$150
New Amoy Dock Company, Limited	10,000	\$10	\$10	{ \$100,000 \$28,000	\$2,221	\$1 for 1905	6 1/2 %	\$16 1/2
Shanghai Dock and Engineering Co., Ltd.	\$5,700	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 20,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkew Wharf Company, Limited	22,000	Tls. 100	Tls. 100	{ Tls. 20,000 Tls. 57,065 Tls. 30,000	Tls. 57,065	Interim div. of Tls. 8 for account 1906	6 1/2 %	Tls. 22 1/2 sales
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year	10 1/2 %	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	{ \$30,000	\$8,418	\$3 for year ended 30.6.1906	13 1/2 %	\$29 sales
Central Suez, Limited	7,000	\$15	\$15	{ none	14,719	{ \$2.00 on \$12 for 1905 7 % on \$7 for 1905	13 1/2 % —	{ \$18 buyers \$16 1/2
Do. (new issue)	7,000	\$15	\$15	{ none	14,719	None	—	\$500 buyers
Do. (Founders)	123	\$15	\$15	{ none	14,719	None	—	\$500 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,073 \$19,075	\$10,057	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 Tls. 20,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$105
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 20,000 Tls. 20,000	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 15 1/2 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys, Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	25,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	{ Tls. 97 sellers Tls. 56 buyers
Do. (new issue)	25,000	Tls. 50	Tls. 50	{ Tls. 170,000	Tls. 52,194	Interim div. of \$2 account 1906	8 %	\$50
West Point Building Company, Limited	17,500	\$50	\$50	{ none	\$772	—	—	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 64
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	9 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 18,416	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	6 1/2 %	\$102 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814	\$856	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	—	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$9,000 \$18,000	\$1,319	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$18,000	\$1,581	80 cents for 1905	8 1/2 %	\$9.15
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$50,000 \$210,000 \$500,000 \$186,000	\$2,555	\$1.30 for year ending 31.7.1906	7 %	\$17 sellers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$500,000 \$500,000 \$186,000	\$52,491	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$30,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$24 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 60 cents	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$26
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500	\$88	Final of 50 cents making \$1 for the year	13 1/2 %	\$7 1/2
Mattechappi to Min. & Beach en Landbouwe- schappij in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,503 Tls. 27,603	Tls. 10,374	{ Third interim div. of Tls. 7 1/2 making Tls. 21 1/2 so far a/c yr. ended 31.10.04	9 1/2 %	Tls. 237 sales
Shanghai Gas Company, Limited (old)	10,000	Tls. 50	Tls. 50	{ none	Dr. P. 34,324	None	—	\$5 buyers
Do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 120 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 21,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 132 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 190,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906	— —	{ Tls. 120 buyers Tls. 290 sellers
South China Morning Post, Limited	7,200	\$25	\$25	{ none	Dr. \$41,934	None	—	\$22 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Shanghai Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ Tls. 4,000	\$752	{ 70 cents for year ended 31.5.1906 \$9.90	{ 8 1/2 % 6 1/2 %	{ \$0 \$150
Do. (Founders)	100	\$10	\$10	{ \$25,000	\$752	Final of 50 cents making \$1 for 1905	8 %	\$12 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$25,000	\$7,734	Final of 30 cts. making 30 cts. for the year ended 30th June, 1906	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	{ \$45,000	\$182	—	—	\$8